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# THE GLOBE

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The White Renown in its natural habitat

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TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

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**SPARE PARTS:** Available to paid-up members only.

*Note that our spares officers, like all members of the committee, are volunteers working on Club tasks in their spare time. Where possible, we aim to send spares within 2-3 working days.* Please be considerate and telephone between 18:00 - 21:00 hours UK time.

Please Note that there is a similarly-named company, selling Roadster and other spares. To avoid error, please use the contact phone and email details shown in this magazine.

**BRAKES, STEERING, BACK AXLE, SUSPENSION**

Chris Hewitt

**ELECTRICAL, ENGINE AND EVERYTHING ELSE**

Bob Hobbs

Always supply SAE when necessary. Cheques to be made payable to TROC Ltd.

**Are you changing address in the near future? Please tell us! Email, write, or phone between 6 and 9pm, to Roger Stone, membership secretary.**

*The Club Accounts and notes from the AGM are published in the April Globe each year. Members wishing to have a copy of the full Minutes of the meeting should contact the Editor; they are available free of charge.*

*The views expressed in The Globe are those of the writers and not necessarily those of the editor, nor those of the Triumph Razoredge Owners Club Ltd. Whilst every effort is made to ensure the accuracy of technical advice and information, such advice is heeded entirely at the member's own risk and neither the Club nor any individual shall be in any way liable for injury, loss or damage resulting directly or indirectly from reliance on such advice or information. Triumph artwork reproduced by permission of British Motor Industry Heritage Trust. "THE GLOBE" is the official newsletter of TROC LTD.*

**EDITORIAL**

When I bought my TDB in 2004, enough was known of its history to be sure it had not been in regular use since about 1965, and no significant work had been done on it since that time. It was certain, therefore, that the tyres were ancient - and apart from that knowledge, if the car was rolled slowly along on level concrete, you could feel the lumps and flat-spots rocking the car gently from side to side. When the tyres were replaced, the fitters found old red inner tubes inside - "We haven't seen these for years!" With less obvious cases, however, or on a car which has recently changed hands - how can you be sure your tyres are of roadworthy age, and are safe? Find the answers on page 81.

Our Christmas gifts selection is published on the next page, and we have a new item this year which we think might appeal to many members, given the weather of the past few weeks - a good-size **umbrella**.

The Club is making an appeal for help with the transportation of an engine, from Falmouth in Cornwall to Bob Hobbs in Wiltshire. If you are in that approximate area, you have suitable transport facilities and you're minded to assist, please contact the Editor. See pages 74-75 for details of how this came about.

Those members who are in the AA might like to consider entering the prize draw competition to win a funded £15,000 road trip - choice of locations - Route 66, Amalfi Coast Italy, Australian Pacific Coast Highway. This offer was contained in their October Newsletter, which reached me on October 15<sup>th</sup>. (Don't bother going to the AA website for it - there appears to be no mention of it. The link was to: [https://www.theaa.com/member-benefits/dream-road-trip-prize-draw?utm\\_source=member&utm\\_medium=email&utm\\_campaign=membership&utm\\_content=road\\_trip\\_comp](https://www.theaa.com/member-benefits/dream-road-trip-prize-draw?utm_source=member&utm_medium=email&utm_campaign=membership&utm_content=road_trip_comp)) If one of our members wins and does the drive in a Razoredge, I shall expect a substantial article and excellent photographs! I believe the RAC has similar prize promotions too - we must remain impartial and balanced.

Finally, we have received some guidance from FBHVC on the possible changes affecting classic car owners, both regarding changes in the laws governing classic car ownership, and the use of classics on the continent, following Brexit. We are not publishing it in the Globe, because even at this late date there is no clarity on when it might happen or what it might mean - the advice is full of ifs and buts, and little substance, as it must be in the present state of uncertainty. Members who wish to consult it should visit the FBHVC website at <https://www.fbhvc.co.uk/news/article/brexit-checklist>.

*Editor*

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**We welcome new members:**

1248 Mathew Lambkin-Smith, of Market Rasen, who has URE 661, TDB 1765 DL, and NPU 499, TD 2587 DL in pieces.

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**Our cover pictures for this issue:**

Front – Michele Rosati's outstanding TDC, immaculately presented for a wedding near Rome, reported on page 83. Warm Mediterranean sun and a dressing of ribbons and flowers show our Razoredge at its very best. Neither this car nor the back-cover picture show cars which are owned within the Club - but it is good to keep track of all the surviving cars where we can. Image reproduced with permission.

Rear – Undaunted by the weather, Tomas Malan in the Czech Republic takes TDB 5359 DL out on a rally earlier this month. This car has travelled the world - an export, first registered in New Zealand as AB 187, it was purchased back into Europe and restored by Tomas in 2012. Full illustrated description of the bodywork in the April 2017 Globe, available on our website. See also page 73.

**CLUB MERCHANDISE - ORDER NOW FOR CHRISTMAS**

Sorry to mention Christmas shopping when it's only October, but you might like to consider these?



**Our new item for 2019: a golf-size umbrella** in the club colour scheme of blue and white, with a Razoredge printed on two of the panels.

We have not yet received the proof image from the makers, so this is just an artist's impression of the final - but it should be very similar.

To be sold at £17 plus £11 postage and packing to the UK. If you are going to be visiting the Rally next year, or live near a Committee Member and can collect, we can avoid the postage cost. Overseas postage costs from the Editor.

Our **lapel badge**, showing the Globe image surmounted by a Triumph steering-wheel, and the words 'Triumph Razoredge Owners' Club' in gold around the edge. £2.50p.



**The illuminated keyring** seen below is a very fine design with a remarkable level of detail in the etched 3D image – the steering wheel, radio aerial and radiator badge are all quite clear; the over-riders and lamp fittings and the filler cap can all be made out. Looking from underneath, the chassis and the engine are clearly visible. In a smart padded presentation box. £6.75p.



The light is easily strong enough to illuminate a keyhole.



**The club 'Globe' badge**, suitable for mounting behind the front bumper or on a badge-bar; £27. It is sturdily made and has good-quality enamel.

**We also have** a number of good-quality **ballpoint pens**, not illustrated, which carry the Club name. These are priced at only 40p, so you could treat yourself to a half-dozen for very little outlay.

*All items are available while stocks last from Chris Hewitt, club Chairman. Prices exclude postage and packing. Find Chris's details inside the front cover of the Globe.*

## WHITE-WALL TYRES IN THE UK AND USA



A very smart TDA 0885 as advertised for sale in the USA in 2013

In a recent communication, our member Bill Unger in Iowa stated that the three special-order Limousines TDCs 2620, 2621 and 2622, which were built for export to the USA through Fergus Motors of New York, were supplied with white-wall tyres.



Bill Unger with his TDC 2620, XT 6657

There are more Limousines surviving in the USA today than in the UK, and two of the three special-order ones are known to survive - TDC 2620 LIM with Bill Unger, TDC 2621 LIM with Joseph Ofria in Long Island New York - and the third of that order has been rumoured still to exist, believed to be in New England somewhere. There are others in Texas and Connecticut.

The white-wall tyre, however, is an interesting topic. They are utterly right for the era, and were popularised on the huge American 1950s style cars at a time when many things American were seen as

the way to the future, and eagerly adopted in the UK. Many British cars adopted them or offered them as an option - especially those cars which adopted American styling, with streamlining, fins, and plenty of

chrome. The Razoredge, however, is unashamedly traditional in its looks, extremely British, and might be seen as an unlikely candidate for adopting such an American style feature.

I enquired from our Club experts, historian John Bath and my predecessor as newsletter editor Tom Robinson, who has extensive detailed records of car specifications, whether they knew of white-wall tyres being offered as an option for our cars at point of sale.

Tom says: "I would like to think it unlikely that white wall tyres were available as an option. Certainly no brochure I have seen i.e. UK, European, NZ and Australia have mentioned this.

"I suppose that, should the purchaser be anxious to convert, then upon delivery the change could be made with little extra cost. However, knowing the US market, I think it most likely that the three limousines despatched to New York would have whitewall tyres, if only to appeal to that market. Again, Fergus Motors could easily have made the changes when the cars arrived at the port."

John Bath adds "These tyres are the so-called 'double' whitewall tyres - the widest form. I'm not sure they suit our cars in this form - 'single' i.e. narrower whitewall tyres might be easier on the eye, at least from my viewpoint. A thought, however - Fergus Motors offered the Phase 11 Vanguard with whitewall tyres - I can prove this from a brochure that Fergus issued; but no Renown was shown, so it would date from around '53 or '54."

On the right is URE 661, TDB 1765 DL, owned by new member Mathew Lambert-Smith, showing the wider white-wall on a car in the UK. On the



left, the very narrow version of white-wall, seen on a TR3 at Gaydon at the 90<sup>th</sup> anniversary gathering of Standards and Triumphs in 2013, and below, the usual single-width white-wall on a nice pair of Austin Metropolitans at a meeting near Sandwich, Kent, on Drive-It Day in 2016.



Left, 'Miss Ruffle,' as imported to the USA by Richard Langworth, now in Maine.



With thanks to Tomas Malan for permission to use this image. Tomas Malan’s restoration of this TDB, originally exported to New Zealand and later returned to Europe, was described with copious illustrations in the April 2017 Globe. In this colour-scheme the white-wall tyres look very appropriate. A handsome car, looking back to the 1920s and 30s; days of art deco and spats; long cigarette-holders and furs. A car with style. If Fred Astaire and Ginger Rogers stepped out, in top-hat and tails, you’d not be surprised. Let’s face the music, and dance.

On the right, equally smart, Dale Torok in Lexington, Kentucky has this TD 1799 in similar style.



Left: MXW 770, TDC 772 DL, as seen at the Hanbury Hall rally in 2017.

Above, Robin Hewat won the presentation award at this year’s rally not with white wall tyres, but with wheels picked out in the same cream as the bodywork sides, achieving a similar effect.

## A DAY IN THE LIVES OF YOUR TROC COMMITTEE - AND APPEAL FOR HELP

Whilst this edition of the Globe was being pulled together in the final assembly for sending to our printer, awaiting only the final details of our *umbrella offer* - did you see it? - an email arrived which made us an offer we can't refuse. Rather than just report the facts, I thought we'd give you a window into the sort of things your club officials are up to, all the time.

From: Andy <email address removed>

To: membershipadmin <membershipadmin@trocltd.com>

Sent: Sat, 12 Oct 2019 12:19

Subject: TDB engine Sorry to email you directly, but I have a spare Renown Engine that might be useful to one of your members. I am a member of the TR Register. The engine came out of my TR2 when it developed a water leak along the bottom of the engine block. The engine is number TDB5470E. It has a low port TR2 cylinder head fitted with modified studs to fit the Renown block stud holes. It was running well when removed, so would be good for spares. Free to anyone who is interested and can collect it from me in Falmouth, Cornwall Kind regards, Andy Hayes

On 12 Oct 2019, at 23:44, Roger Stone wrote:

Andy, I'm not sufficiently technical to know what to ask to check compatibility, so I'm including our spares guy, Bob Hobbs, in this reply and I expect he'll contact you directly. I'm assuming this is the 2088cc engine.

We do have a couple of members in the West Country, and I can also advertise it in our newsletter. It is likely someone's going to want it, so thanks very much for thinking of us.

From: Bob Hobbs

To: Roger Stone CC: ahayes <email address removed >

Sent: Sun, 13 Oct 2019 10:01

Subject: Re: TDB engine

Hello Andy and Roger,

Fundamentally the engines were identical once one moves away from the early Roadster and Razoredge saloons which had the 1800 engine. The TDB#####E designation refers to the fact that the engine had been fitted to a Razoredge saloon, with a chassis number commencing TDB, for the start of its life; between late 1949 and March 1952. Obviously it then jumped ship to the TR2. The usefulness of the block would, for us, depend on being able to remove the modified studs and refit a standard head. One has to be a bit cautious when raising the compression ratio and getting more power from the basic engine.

I have an article, written in the early 1950s, that describes the work that Standard had to undertake to produce the TR2 engine and following marques. One of the first things to fail with increased power output is the block itself! The TR2 version has a modified block that takes the head studs deep into the block below the bottom of the liners. The failure mode was that the studs pulled out of the block which was also likely to crack about its midriff. There were many other changes such as the oil-way drillings in the crankshaft, as at high RPM the oil did not reach the big ends and little end bearings, producing failures there.

Having said all that, it is likely that the camshaft is original and they are like hen's teeth! Also the crankshaft is well worth saving as the Club does not have any spares of those at the moment. As to the rest, it would need dismantling to evaluate properly. It is definitely worth a look, thank you.

Regards, Bob Hobbs - Triumph Razoredge Owners' Club Spares Secretary



## FOLLOW-UP: THE FLAPPY BIT ON THE INLET/OUTLET MANIFOLDS

In the last edition we carried an article, resulting from discussion at the Club rally back in June, of the function and malfunction of the exhaust gas control flap tucked under the manifolds, which (when working) helps cold-starting by diverting the hot exhaust gases to pre-warm the mixture coming into the engine. We asked if any members had this flap still working - unlikely, in cars of this age, because the bimetallic strip which is meant to open and close the flap is fragile, and does not stand the test of time.

We have a follow-up comment from member Gordon Phillips, of Crowborough, East Sussex. He writes: "Hi Roger, thanks for the mag. It was interesting to see the pictures of the manifold heat controller - here's mine, doesn't look like there's ever been one there. No holes or blanks.

"I think I may have another manifold in my box of bits so I'll have a look-see. I've also have an exhaust gasket for a number of years which needs fitting. I held off recently as the car was used for my son's wedding and I didn't want to start something that might go wrong. The job is 'on the list!'



"Members sharing bits like this is always worthwhile. Best wishes, Gordon."

Bob Hobbs was able to clarify the situation. "No problem to diagnose at all. The early TD, TDA and TDB did NOT have the exhaust 'flap.' The manifolds, both of them, were completely different from the later TDB and all the TDC ones. I have lots of the early manifolds; they do not burn through. The later ones are in shorter supply than rocking horse poo or hens' teeth." Checking John Bath's technical development notes (available on the TROC website) I find the change happened on 27/10/1950, with effect from engine number TDB 5094E. So now we know!



## WHERE MIGHT IT BE NOW?

"My next-door neighbour was admiring my own new acquisition when he remarked that he thought his Dad had had car 'a bit like that.' Well today he came round with some photos. Sure enough it was a Renown. So I was wondering if the Club has any record of JLU 720? Please could you take a look some time and let me know if it has ever been in the Club? Many Thanks, Chris Blackman."

Sadly, no we have no other record of this car, clearly well cared-for and a proud possession, in a very typical Razoredge abode from the fifties.

JLU 720 would have been a London County Council registration, and since it would have been first registered around March-April of 1949, it is almost certainly a TDA Triumph 2000 Saloon.

The DVLA Road Tax and MoT databases have no record of the registration at all, so it is most probable that the car, like many others, went to the Great Scrapyard in the Sky in the late sixties or early seventies.



**NEW SERIES: 'MY OTHER CAR IS A...' DOUGLAS DAKOTA DC3!**

Well, no, it's not; but whilst roaming around the internet we chanced to come across a fascinating and very detailed series of flight videos of a Douglas Dakota DC3, being flown across the Atlantic from Gander, New York, via Greenland and Reykjavík, Iceland to Prestwick and then down to Duxford, in order to take part in the 75<sup>th</sup> anniversary remembrance of the D-Day landings in June this year. You can find the first of the videos at <https://www.youtube.com/watch?v=E7ZWneRdu6M> and they follow on one after the other.



*DC3 images by kind permission of Matt Guthmiller, USA*

It struck me how similar this endeavour is, in some ways, to our activities with our cars. We are taking 75-year-old machines out into a 2019 environment, cherishing them for their historic value, their technology, and their style; but we need to remember that these are NOT modern cars and we need to treat them with respect. We need to avoid thinking like a 21<sup>st</sup>-century driver in a modern car. Let us make the comparison, and take note of the lessons to be learned.

Some 10,000 DC2s and DC3s crossed the Atlantic to take part in the war effort, and as their range was only 1,500 miles they all had to cross the Atlantic in three hops, to Greenland, to Iceland, and then the UK. Like our cars, quite surprising numbers survive today: it was estimated that in 2013 there were still 2,000 in operational existence out of the total of 16,000 made. Out of the 10,000 sent across the Atlantic during the war, some 4% were unsuccessful! That's 400 that didn't make it - not necessarily by crashing and losing the aircraft and crew, because some will have had mechanical trouble and turned back, or been defeated by the weather. It gives some measure of the level of challenge represented by the D-Day memorial crossing, however, given the additional problems of flying an aircraft now 75 years old.

However, the DC3 that came across this year had, as our cars do today, the advantage of some modern technology. Navigation by GPS was one of the most striking, just as we now have sat-nav available if we choose to use it. You'll notice a colour-screen panel augmenting the cockpit controls, and the team of



pilots consulted tablet computers as navigation and planning aids. Even so, the big hurdle in flying to Greenland was having to commit at the half-way point to going ahead, not knowing how much the weather might change as they flew the remaining three hours of the journey. Arriving in Greenland, they would have no alternate runway within range, and would have to land, or crash. Today's computer-modelled weather forecasting

was therefore a critical improvement over the wartime flights, though they did not have a modern HF radio and occasionally had to rely on other aircraft passing along their position reports. They carried a crew of six pilots to share the flying - six hours approximately for each of the three legs - and two mechanics. The US base at Narsarsuaq, Greenland, would have had fully-equipped repair sheds and

teams of expert fitters in 1942-6, but not today. The buildings for their overnight accommodation however were in the same dormitories the wartime workers had used in 1942-6.



The only mechanical issues encountered came when they attempted to start-up the engines at the dawn of day two, taking off from Greenland. The Pratt and Whitney engines of the DC3 are normally very robust and stable; they have two banks of seven cylinders arranged in rings around the central crankshaft, generating 1,350HP from each engine. On this occasion the fuel-pump booster was set a little too

high, so that during the start-up too much fuel was being supplied, flooding the engine. This will ring bells for Razoredge drivers: all cars built before the days of computerised engine management systems have their own starting idiosyncrasies, and we learn from experience which ones need full choke or three-quarters, and when starting a warm engine, the tricks for avoiding fuel vapour lock, which we have covered before in the Globe.

The aircraft was done out in the Pan-Am livery. The last genuine Pan-Am DC3 crossed the Atlantic in 1963, and Pan-Am itself ceased to exist in 1991 following bankruptcy. The aircraft industry is subject to cycles of wealth and hard times, and Thomas Cook employees and travellers will confirm this situation still pertains today. In mass car manufacturing, of course, the same effects also apply, for much the same reasons: the very high outlay for new engines and designs, troubled labour relations, and bold management decisions which can run into deep financial grief if the economy is affected by unforeseen events. During the lifetime of this aircraft, and of our cars, the entire British-owned car manufacturing sector suffered successive waves of strife, and sadly crumbled to its demise. One wonders, even with the benefit of hindsight, what would have been needed to save it.

Landing in Prestwick, the DC3 team were amazed to find that the reception building was the old Pan-Am terminus, and 'PAA' lettering spotted, embossed into the concrete floor. As with using the actual wartime buildings in Greenland, locating these incidental links which span across time is one of the most



A snapshot of passenger jets over England today

interesting and intriguing aspects of owning an old vehicle - tracing car histories, or identifying Triumph dealerships as we did in the Isle of Wight story in the last edition.

From Prestwick they proceeded across the rolling green British landscape, gentler and safer than the rugged snow-capped mountains, glaciers and open ocean they had passed so far, but entering now the crowded modern skies where Air Traffic Controllers dictate frequent changes of course and altitude in order safely to manage the traffic flow. At any one time, these days, there will be over a million people in the air, flying from one place to another, and the crowded skies have changed just as much as our crowded roads.

The actual wartime pilots, of course, would now be in their nineties; our last surviving ‘Dam Busters’ pilot, Les Munro, passed away this August, aged 96. In 2014 this DC3 had been part of an emotional reunion in the USA with Peter Goutiere and Moon Chin, aged 99 and 102 respectively, who had both flown this very aircraft in 1942-48 with the Chinese National Aviation Corporation, when the US was supporting China in its war against Japan. They were believed to be the last surviving pilots from that era. In the forties they flew from India through the Himalayas and across Tibet, threading through valleys, to supply bases in China. The adventures and heroics that must have been involved can scarcely be imagined.

At Duxford, the aircraft was welcomed by enthusiastic plane-spotters and history buffs. It remained based there for a week, for overhaul and visitors, before crossing to Europe for the main event. Twelve years ago, TROC was also at Duxford: our summer rally in 2007 was held there, in the days when rally attendance was much higher. Sixteen of our Razoredges attended.



GSL 696 is now resident in France, and no longer in the Club; XS 7842 is now white, and is a wedding car in Surrey; UMX 886 is still with our member Peter Cable in Middlesex, and is still active.



LVC 313 is a Limousine, now in the care of members Dave and Cathy Pilcher in the USA; YSK 592 has now left the Club, and we have lost touch with the new owner. SHN 928 is still active with Stewart

Langton, in Hampshire, as is JLY 232 with David Shulver in Suffolk.



Please note - we have shown less than HALF the cars which were present that day in 2007. There are more of us than you might think!

To conclude our DC3 comparison, however, let us summarise the key points about the videos of the flight which offer us **LESSONS IN DRIVING A CLASSIC CAR ON TODAY'S ROADS.**

- There is no substitute for proper maintenance, and our cars need more frequent attention than a 'modern'. In particular, the lubrication points need attention every 1,000 miles, and it makes a difference to the car's handling and the wear on joints if this is neglected. The DC3 crew used the original manuals designed for the plane; we should use the owner's manual and handbook.
- Before take-off, the pilot does a walk-around the plane, checking for visible faults and problems. ***This still applies*** - the captain or first officer of the jumbo jet which took you on holiday this year, and of every one of those yellow crosses on the flight map, all do the same. If it's worth their time to do it, so should we. How long is it since you last drove it? Pop a pressure gauge on the tyres, feel the treads for nails you might have picked up, check the oil and water. Take ownership.
- It's not only airline pilots: the DVSA regulations insist that every HGV driver taking charge of a truck conducts a walk-around check before driving, and the guidance on this has just been updated (20<sup>th</sup> September). If you'd like to view it and see how much can apply to our walk-around on a classic car, it's at <https://movingon.blog.gov.uk/2019/09/20/helping-you-carry-out-effective-daily-walkaround-checks/>. This has in large part been revised with the aim of reducing the number of bridge-strikes by tall vehicles (2000 in 2018, costing £23 million to repair; and the figure has been rising steadily over the last 10 years.) The walk-around check won't see the bridge looming up, but it will increase the driver's awareness of his/her responsibility to conduct the vehicle safely. **The results of the check are written down.** If, like me, you have stopped putting your car through the increasingly-irrelevant MoT test, you will need some alternative way to show evidence that your car is roadworthy. I keep a notebook in which these walk-around checks are recorded, along with everything from refuelling (and mileage) to oil, water and brake fluid top-ups and tyre checks, plus the annual service record and comments.
- Use your instruments to monitor the car's behaviour as it starts, warms up, and runs throughout the trip. The temperature and oil pressure gauges will very likely react to problems before you can hear them. Be aware of your car's normal behaviour, in different conditions - hot or cold weather, long or steep hills; and watch for changes, departures from the usual, which could signal some problem.
- Remember to adjust your driving to suit the demands and capabilities of a classic car. You're on drum brakes, possibly cross-ply tyres, and no power assistance. You are driving a car with a tall square front end which carries a fierce metal spike on the nose as an emblem, so you carry an additional responsibility not to skewer pedestrians or cyclists upon it, no matter how foolishly they may behave. THINK, take your time, and stay focused. Allow plenty of braking distance.
- Have contingency plans, and be prepared to use them in response to problems. For the DC3, there were alternate airfields where they could have landed; for us, it's probably the AA or RAC.
- Plan your journey to include suitable breaks. Nobody in 1950 would have set off expecting to complete a 200-mile-plus journey without a break. Just because we now have motorways, and our pattern of life in modern cars has changed, we shouldn't push our modern practices back onto our 1948 car and expect it to cope. Stop for a leg-stretch, and as you get out of the car, place a hand on each wheel in turn to feel the temperatures. They should be warm, but not too hot to place your hand against. Take time for a cuppa; and whilst you do, and the car cools down, check that the oil

and water are still what they should be. When you come to move away, check that you have not dropped more oil than your car usually leaves.

- The DC3 team had several changes of pilot, to prevent fatigue and also because they were all enthusiasts who wanted a go at the controls. This may be different for us: I'm very reluctant to let others get their hands on my cherished vehicle, and you may feel the same way. However, it's a good idea, if you have a suitable person with you, to train them up on the easier stretches and to share the physical strain of driving. As we get older, we might find we really need to share the load, and when that day comes it will be good to have someone around who has experience.
- At the end of the run, do you keep a note of the miles, and where you went, and any concerns which arose? We need some reliable way of recording this, to be aware of when the next service is due; and this applies especially to those cars which are less frequently driven. If it's likely to be some while before the car is next used, you might want to take some precautions like chocking the wheels instead of leaving the handbrake on; but then we move into precautions for a winter lay-up. That deserves a separate topic all to itself; see the Globes for October 2012 and February 2013.

## THE AGE OF YOUR TYRES

Data confirmed by FBHVC

Tyres are considered 'new' and if unused can be sold as 'new' for five years from the date of manufacture. With common tyre sizes fitted to modern cars which do average or higher mileage each year, this is not a problem - the tyres will wear thin long before the age of the rubber becomes a potential hazard.

However, on our Razoredges it might be different. I do only about 2,000 miles a year; other members might do more, or less. We know of several cars in the Club which do only 200 - 500 miles a year if that. Their tyres might still have plenty of tread, but they could easily be twenty or more years old. (Owners of caravans and boat trailers face the same problem.)

How can you tell the age of the tyre? There is a world-wide code which gives you the answer. On the side-wall of the tyre, close to the metal wheel rim, you will find a series of data panels after the letters DOT. The first panels will tell the manufacturer and the factory, and need not concern us; but the last panel is the week and year of manufacture.



If the code has four digits, the tyre was made since the year 2000. That's a good start. This one was made in the 39<sup>th</sup> week of 2009; the tyre is 10 years old. A code of (0518) would indicate the fifth week of 2018, and so on.

Tyres made before the year 2000 have only a 3-digit code, two digits showing the week, and the final digit the year of the decade. If the decade was the 1990s, there's a triangle following the code number, like this one indicating the 13<sup>th</sup> week of 1999:



If there is NO little triangle, then there's no way to tell whether the decade was the 80s, the 70s or earlier - but it doesn't really matter, because if that is the case they are really too old to be considered safe for road use. No matter what the appearance and the tread depth, it's time to reach for the cheque book.

How old is still safe? There is no legal limit: it's your responsibility to be safe. Especially if your tyres are more than 10 years old, sensible advice would be to have them periodically checked for wear, perishing, and any deformity of shape, cuts and damage to the tread or side walls, by a garage or tyre specialist. Remember that the inside wall of the tyre is vulnerable too, and will have had greater exposure to oil and exhaust heat - our exhaust pipe runs quite close to the inside of the rear wheel. Don't forget to check the spare, which may have been reposing quietly inside that boot-lid since... Who knows?

## WHAT'S ON: FORTHCOMING EVENTS

A list of suggested events which might be of interest to help you plan your motoring activities.

***If you know of a good event in your area, please recommend it. Emails to the Editor.***

***If you are out in your car – do please send us some pictures afterwards!***

*(It doesn't have to be super-special. It's always good to share Razoredges out and about.)*

***Are the events which you'll be attending in the coming months mentioned here?***

*We would like to provide a chance for Club Members to meet up with others, especially in those regions which are distant from the Club's annual Rally.*

***If YOU are planning on going to a classic meeting or event, please email or write to the Editor, and we'll give it a mention in this column. This appeal is world-wide, like our membership.***

If there are events you are definitely intending to take part in, here or abroad, during 2020, do please let the editor know so that we can give them a mention here.

**A thought: it's too late to join the annual Morges British car meeting for 2019, or these two American gatherings - but might you consider planning for one in 2020?**



**2<sup>nd</sup> - 3<sup>rd</sup> November**

**The Footman James Classic Vehicle Restoration Show** is at the Royal Bath and Wells Showground, Shepton Mallet

**Sunday 3<sup>rd</sup> November**

**Lincolnshire Road Transport Museum Open Day**, at North Hykeham, near Lincoln

**Sunday 3<sup>rd</sup> November**

The 2019 **London to Brighton Veteran Car Run** from Hyde Park to Madeira Drive, Brighton: for cars built before 1905.

**7<sup>th</sup> - 10<sup>th</sup> November**

**RAC Rally of the Tests.** Not for beginners! Starting with a prologue in Torquay on the Thursday; Friday is Torquay to Bristol; on Saturday into Wales and up to Stoke; then the final day zig-zags in and out of Wales to finish in Chester. If you're thinking of attending, find the exact locations and times of this and other events on the website here. <https://heroevents.eu/>.

## FOUR WEDDINGS AND A FUEL PUMP



Picture with permission from Michele Rosati

Our front cover this issue shows Michele Rosati's superb white TDC at a very classy wedding near Rome this summer.

(Michele in this case being pronounced Mi-KAY-lay, a man's name, in the Italian way. The French spell it Michel, and pronounce it as we would 'Michelle'; but it's still a man's name. Before I could get too irate about this European confusion, however, it occurred to me that no logical system could justify pronouncing 'Michael' as we do; so perhaps we simply accept our differences with a smile.)

Another Michael, this time pronounced 'Mick,' had his TDC 1126 DL, MYX 791, out on wedding duty: member Mick Harris from Norfolk. His daughter Emily married James this summer, and we wish the happy couple all the best for the future.

Picture courtesy of Mick Harris



Our third and fourth weddings come from earlier this year, both using member Dirk Devogeleer's 'Blue Lady' TDB 1425 DL in Belgium. We did show one of these wedding pictures in the June edition, but it is best to let Dirk take up the story in his own inimitable style.

"When spring is making its timid entrance the Renown is normally our mount of choice, because getting a bit older we do appreciate the comfort of the cozy cabin and heater. This year however we were also asked to "drive" two weddings. Normally we do not do so; our insurance does not cover remunerated driving, and because the cars are registered as Classic vehicles, we can only use them for leisure. This year however, we gladly made an exception. The first wedding was only a local drive through the village when a friend's son was getting hooked.



Dirk in his chauffeur's outfit

Our friend is a bit of a practical joker and we had been on the receiving end of his humour before. Payback time! I saw my chance and bought a typical chauffeurs cap and jacket from Ebay. They turned out to be the real thing, from somebody's dad who had made his living as a chauffeur in the 50's. Still the idea was to turn up dressed out as a chauffeur, have a laugh and change into something more sober and informal later. The joke was on me: with bride and groom thinking I looked splendid, I ended up driving around dressed as Jeeves for the whole day. It was no hardship, the weather was fine, the sun allowing the Renown to be seen from its most gleaming side, and the flowers we had commissioned adorned the radiator to the best effect.

When the church ceremony coincided with the ending of a local fete, there was no hiding and people asked for visiting cards thinking we were doing this for a living.

Our second wedding was not a local affair. While the church ceremony was in a neighbouring village, the wedding reception venue was somewhere south of Brussels, a good 40 km away. This time our connection was with the bride, the daughter of a friend. That we accepted to drive this wedding also has a lot to do with appearances, which I should explain.



The second Belgian wedding: not Kate Middleton, but Pauline

Eight years ago, Britain was gearing up for a royal wedding: HRH Prince William was getting married to Kate Middleton. Many festivities had been planned and along the line, a need was identified to have a stand-in for Kate during the rehearsals. A worldwide competition to find a lookalike was duly organized and in the end, the judges choose two girls as possible candidates. Eventually the job was given to a girl from Italy, but the second girl was no less than the daughter of our friend, now to be married for real. Therefore, when Eric asked us to provide a car for Pauline's wedding, I was not going to pass an opportunity to re-do the royal wedding.

### FUEL PUMP: THE STORY

Even with the Renown being a reliable car I thought it wise to give her a full service beforehand, changing plugs and oil, greasing, and a nice thorough polish would do the trick. On the trip back from Pauline's wedding venue however, the car seemed to be down on power and did not rev as enthusiastically as before, hesitating when I put my foot down. Back home, a few days later I decided to have a closer look, set the valves, torque the head and adjust the timing. I drove the car from the lock-up to my garage, switched off the engine and set to work. Job finished, I started her up again, and nothing seemed abnormal - until I noticed a puddle of fuel below the car. Sure enough, the fuel pump was leaking. I first tried to nip up the screws holding both parts together but could not make the leak go away.

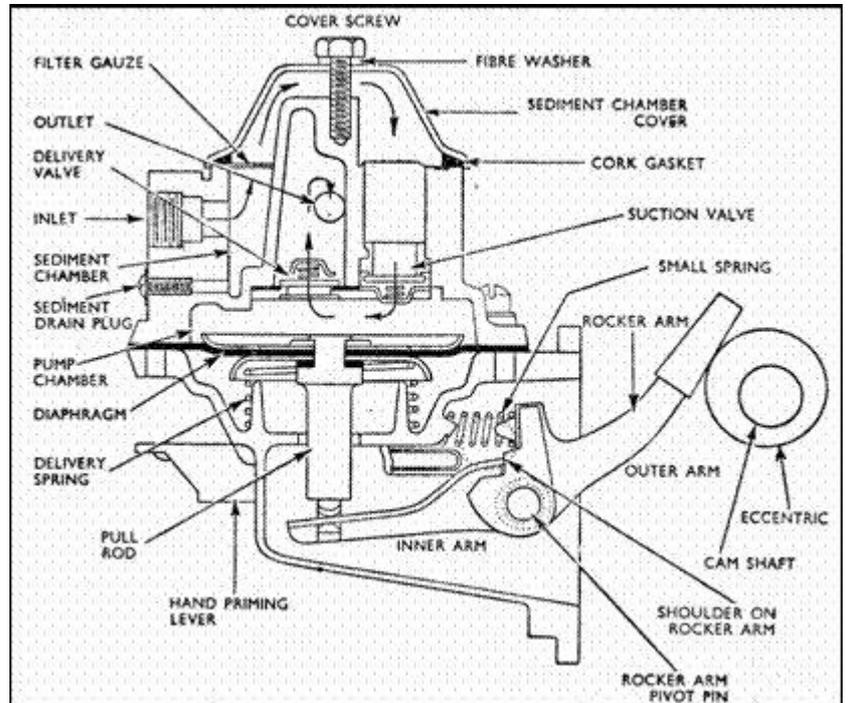
The membrane edges looked a bit ragged so I decided to have a closer look, and split the upper and lower parts of the pump. The membrane, although old, had not torn; but I decided to change it out anyway. New membrane in place, I bolted the top back on and... Nothing. No fuel delivered. Did I perhaps not engage the pull rod correctly in the operating lever? No, all was OK there. Next step was to change the little supply and discharge valves that came with the overhaul kit. Although they looked OK mounted in position, and the discharge one really was, the supply valve was welded solid to the body and would not bulge. Normally when you remove the retainer, they drop out. When I finally removed it using tool #2 (aka a flat-head screwdriver) the little membrane had jellified and was swollen, gluing the valve in position and apparently blocking all fuel from passing.

I have to admit that the last time the pump was overhauled must have been before our first RBRR in 2014, but even so, the discharge valve (mounted with the membrane visible when opening the pump) looked and worked OK. I can only think of the cavity above the suction valve being always immersed in fuel, the ethanol in our modern fuels had eaten away the rubber. How that pump could still have delivered fuel is beyond me. Thankfully ol' faithful decided to give me some slack, and had delayed failing till it was safely back in the confines of my garage.

**DISMANTLING THE AC FUEL PUMP**

*[Bob Hobbs notes: the pump described here has a central bowl which was fitted to some of the cars but most have the sediment bowl underneath and to one side of the pumping part of the unit. That difference could cause some confusion, but the principles are much the same.]*

The fuel pump is mechanically operated from a lobe on the rear of the camshaft. The lobe presses against a moving lever, which in turn moves a diaphragm up and down. This allows the pump to draw fuel from a chamber through a little spring-loaded non-return valve. On the upward stroke, the diaphragm then pushes out the fuel from the pump chamber through the outlet valve. That the fuel is pushed into the right direction is achieved by having the inlet valve and outlet valve mounted so one opens on the down-stroke and the other on the upstroke.



Membrane with pull rod and top of the pump showing the inlet and outlet valves

The AC fuel pump was widely used by British carmakers and kits are readily available. It is a sign of times when things were much simpler, and the different models of AC pumps used

parts that are readily interchangeable, and repair kits are, to a degree, universal, but will possibly also contain gaskets or O-rings that might not be used in your pump.

I had chosen to repair the pump while still mounted on the block, thinking it would be only a quick change of diaphragm. If doing a full overhaul it would actually be better to undo the two bolts mounting it to the block, and work at a bench. *[Bob Hobbs adds that he would recommend always removing the pump before working on it, because it is otherwise possible for small pieces of debris to enter the crank-case, leading to all the fun of removing the sump to clear it out.]*

Start by disconnecting both inlet and outlet hoses from the pump. Then remove the eight BA screws that are holding top and bottom together, for now there is no need to undo the top bowl (which is held on with a central bolt).

Sandwiched between the upper and lower part of the pump sits the diaphragm that does all the work. Remove this by pressing down against the spring and twist it 90 degrees until it pops free of the operating lever. It now can be removed. You now have access to the spring below (if it did not jump out and go into hiding when the membrane popped free) Note the direction it went in (one side is coiled tighter than the other side). This spring is actually doing all the work, while the operating lever draws back the diaphragm creating a vacuum sucking the fuel in, it is this spring that pushes the fuel out.



To remove the operating valves you have to remove the two screws that hold the retainer in position (shaped like a slightly bowed H) and the valves are now free to be withdrawn. Below the valves sits a figure 8 paper gasket.

Removing the top bowl will give you access to the sediment chamber and the gauze filter that keeps sediments out of the system. Most kits do not come with this filter so you might want to clean it out and rinse it in clean petrol before refitting. Between the top cover and the housing sits a rubber O-ring, in the latest kit I bought this gasket was of the wrong diameter, victim of the universal kits I assume, so you might want to keep your old one for now. If you have to re-use it and you compliment it with some liquid gasket to ensure tightness make sure that the compound you are using is fuel resistant, as not all of these are.

Reinstalling the valves is straightforward, both are identical but care must be taken to install them the right way up. The housing is shaped so that the inlet valve cannot be seated wrongly.

After installing the spring, you can now hook up the pull rod on the Diaphragm with the operating lever. To help you the diaphragm has a tab that should be presented towards the block but 30 degrees off to the left. However, I have found that the membrane itself is easily turned between the rivets and the position of the tab should be checked. The pull rod engages bayonet-wise with the lever after turning it through 90 degrees anti clock wise.

Before bolting the top and bottom halves together the operating lever should be retracted so that the membrane sits flush with the pump body. (This is where having removed the pump from the side of the block pays off, you can now press the lever upwards towards the top half of the pump) or you operate the starter motor for a millisecond and observe the membrane movement. Do not do the screws up completely at first, the casting is very soft and it is very easy to strip the threads (been there, done that, got the t-shirt). Start with making them finger-tight in a crisscross manner, then operate the priming lever a few times to seat the membrane correctly and only then torque them up, again diagonally alternating the screws.

If all is going well, the pump is now ready to start pumping fuel and the Duchess can marry the Prince. If not, you can check a few items: Is the pump leak-free? As explained, it relies on the diaphragm to create a vacuum to aspire the fuel. Any leak or badly seated seal will prevent this from happening.

Is the pull rod engaged correctly with the operating lever and, unless you have the original spring, is the spring rated correctly for our type of engine? Originally, they were colour coded, but that has possibly long since faded away. It is the spring that “pushes” the fuel out and is responsible for the delivery pressure; and a weakened spring will not reach the required pressure.

It is the stroke of the diaphragm that creates the volume of fuel shifted with each movement, so by mounting the pump further from the block (using a thicker packing) the contact point of the lever with the cam is shifted outwards. As a result, the cam does not lift the lever as far and the stroke is diminished, giving less volume and less pressure.

Is the line clear? Modern fuels containing ethanol are aggressive to the old rubber or nitrile lined hoses, deteriorating it to a gluey mass that can block the carburettor or line. *[Using premium fuel will mean less ethanol - but the petrol companies are reluctant to say exactly what their fuels contain. See our ethanol guide in the August 2013 Globe. The Club stocks lead-free-petrol-proof diaphragms. Ed.]*

However, what has been the most common failure on my car is the non-return valves not working correctly. They have to seal against pressure one way and open from the other side. I have found that (perhaps totally unwarranted) the ones that work best are those who “snap” close when you slightly blow through them.

Now you should be ready to ferry HRH....

***Our thanks to Dirk for taking the trouble to document this so thoroughly.***

**ITEMS FOR SALE AND WANTED; OFFERS OF SERVICE**

Advertisers are asked to keep an eye on their advertisements in subsequent issues of the Globe, and **to inform the editor when items are no longer for sale, or no longer sought.** Email [editor@trocltd.com](mailto:editor@trocltd.com).

*Please Note that there is a similarly-named company, selling Roadster and other spares. To avoid error, please use the contact phone and email details shown in this magazine.*

*TROC offers no guarantee of the bona fides of any advertiser. Members transacting business with any member or non-member do so entirely at their own risk and are recommended to take all normal precautions when doing so. You are strongly recommended to ascertain the suitability of parts or cars to your requirements.*

**FOR SALE:** Member Les Finch has a photocopy set of the TDB Workshop Manual and invites offers. Also: set of front wings in very good condition; front grille in poor condition; engine, incomplete (block, head, sump, flywheel, pistons, con rods and crankshaft), clutch plate. £200 the lot - phone 01202 531 546, mobile 07970 890 167.

**FOR SALE:** Member Robin Hewat has a Renown gearbox advertised for sale on Ebay at the moment. Buyer collects.

**FOR SALE: TDB 986, LKB 435,** in generally poor condition, is advertised for £3,000. This is an intended restoration which belongs to ex-member Stirling Beauchamp, whose health now requires the sale. The car is in the Tewkesbury area. Contact Stirling on 07886 297 410.



**FOR SALE: one remaining** white Razoredge from member George Wyatt, of Barnsley. He has been operating a wedding car service, but is retiring and the cars have to go. Two have sold, and one remains: a 1949 TDA in Brilliant White, GSV 949. For further details and price, please contact George on 01226 752 830. As you would expect with wedding cars, it has been well-maintained and is generally immaculate in appearance.

**FOR SALE:** four Avon Speedrunner cross-ply tyres, only lightly worn; and a front bumper for TDB/TDC, would do for everyday use or for re-chroming. Contact Lloyd Evans on 01388 710 394.

**WANTED: Tool Set** – Paul Collard would like to acquire a complete and authentic set of tools as originally supplied with the car. If you have a complete set or just some of the components available, (see the article by Dick Mower in the October 2015 *Globe* for chapter and verse of what there was) – please contact Paul on 07935 385 779 .

**FOR SALE:** an extensive range of spares for sale, including: original manuals. Set of doors. Grille. Radiator. Wheels. Tyres and rims. Rear number plate box, incomplete. Heater. Door handles. Steering wheel. Headlamps and side lights. Front interior arm-rests. Bonnet. All in various states, and other bits and pieces. Contact: Colin Baxter, phone number 07860 605079. Cheshire.

**WANTED** – the following parts for 1954 TDC: interior boot light; aluminium curved internal wheel arch trims x2; aluminium internal trims to floor of door openings – two large shaped ones to front, two shorter ones to rear; metal trim to front door pillar (carries front door striker plate/catch) x2; curved metal door retainers x2 front, x2 rear. Dashboard knob S & H. Bonnet hinges, boot panel hinge. TDC jack and toolkit. Also a locking petrol cap please. Chrome parts: 2x headlight rims, front cowling, 2x strips to rear side windows, 2x front strips to windscreen, also rubber gaskets to headlights. Contact Andy Kemp, 25 Heath Road, Alresford, Essex CO7 8DT; phone 01206 825 319.

**FOR SALE** TDB 2024 registered NUM 629. No MoT, some work required on bodywork. Good running engine and £400-worth of spares and workshop manual will be included in this reluctant sale. More details from David Jones on 07833 059 154.

**FOR SALE: TDB 1671 DL**, engine 1677E, reg. ERD 681, near Reading. Owned by the same family since new. Would make a good project for someone who would like to give the car some much-needed attention. Open to enquiries and offers. Please contact John Sibley on 01491 628 544.

**FOR SALE** – the fifth-oldest known Razoredge, TD 919 DL, registration GHP 909, first registered June 1947. This car is described as complete, original and untouched, and has been stored dry for thirty or forty years. Believed to have had only one owner; full documentation believed to be available. Offers in the region of £6,000. Contact Seamus Nugent, in Newry, Co Down, Northern Ireland: phone 0035 3876 879 053 or 02830 868 493.



**FOR SALE: TDB 2093 DL, MAR 521, first registered 15<sup>th</sup> September 1950.** Engine No V4636FJ. The vehicle has had 3 owners since new. The last MoT expired May 14<sup>th</sup> 1983. The car has been garaged since then; the engine was last run in 2014. Fulcrum pins and bushes for both offside and nearside are required, also rear exhaust pipe. Other spares are available as part of the sale. Original handbook. The leatherwork and carpets are in very good order including boot. The vehicle is sold as seen; OFFERS OVER £5,000. Bedfordshire; telephone 01525 712 947, J E Washington.

**FOR SALE:** One wheel (no tyre) DRO 4½” Jx 16” SR; 1 wheel (no tyre) 4”x16”. Both have just been powder-coated silver. 2x inner front wings for TDB. Contact Andy Kemp, 25 Heath Road, Alresford, Essex CO7 8DT; phone 01206 825 319.

**FOR SALE, TD spares**, steering column and box; some front suspension parts. Contact Bob on 01959 533216 (near M25 J4).

**FOR SALE:** Pair of alloy door hinge pillars. Contact Irving Dalton on 01430 860 833

**FOR SALE**, Rear jacking points for TD and TDA models, £85; RF95 voltage regulators, reconditioned with new parts, £75; Temperature gauge capillary tube repairs, £85. Postage extra. Keith Gulliford, Tel: 02380 734 832.

**WANTED** for my Renown TDB breakdown truck - a pair of front seats from a 1940s, 1950s, 1960s car, van or light truck. Usable condition, scruffy is OK. Seats or seat backs must fold forward. Preferably not pale. Solid-looking to suit truck rather than lightweight. Also - tee plate with white reflectors, as used on old trailers, approx 9 ins by 5 ins. 01733 577301.

**FOR SALE:** A new club member, Ruskin Spiers, is in Australia, but his car is not. Ruskin has emigrated, and as a result is selling HNP 999, TDA 424 DL, which has been stored for years in the basement of a block of flats. Ruskin explains: “We’ve had it since about 1987 and it was put into dry storage in Sussex in 1990. It needed work / restoration then but has not changed in the last 30 years as where it lives is completely dry and warm storage under flats. The car is in the UK but I now live in Australia and hence am going to sell it. I have pictures taken from my last trip back. If you know of anyone who may be interested by all means pass on my email. Thanks.”



**FOR SALE:** spotted with some difficulty in Cars and Classics International - what they describe as a Roadster, but it's a 1949 TDA Triumph 2000 Saloon with 100,000 miles stated. The car is in Italy, and looks fairly smart, but if you look closely at the picture selection the dashboard is de-laminated at the driver's side and some of the upholstery looks poorly executed, so that it is unlikely to justify the £13,467 asking price. Wide white-wall tyres, please note.

**SPARES FROM TROC FOR THE 1800 ENGINE**

Bob Hobbs has in stock hoses for the 1800 engine as follows; -

- Top hose £14.75 P&P extra
- Bottom with heater outlet that can be blanked off £13.75 P&P extra
- By pass hose £ 8.00 P&P extra

**NOW AVAILABLE FROM TROC**

**Workshop manuals for the 1800**, reproduced from an original copy and bound in a flat-opening plastic pocket page ring binder. Available from Tom Robinson at £47.50 plus P&P.

**WANTED FOR RECONDITIONING**

**Bell-crank lever and bracket assembly for the Renown.** The Club is short of suitable old units for reconditioning. If you have one on your shelf or from a car you are breaking, please contact Chris Hewitt. Similarly with steering idlers and rear brake cylinders for the 1800 model for reconditioning.

**Also needed:**

Clutch covers            Temperature gauges            Outer door and boot handles  
Clutch centre plates    Carburettors                      Water pumps  
- all in any condition; contact Bob Hobbs.

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**IMPORTANT NOTE:** Please be very cautious when working on or fitting any item to your car, unless you take full responsibility for what you're doing, and you have the necessary level of skill and expertise to be sure that the work you undertake on your car leaves it safe and roadworthy. If in doubt, have work done by a properly-qualified professional. Any accounts in the GLOBE are only the experiences of members, sharing ideas, not offering guidance on what might or might not need doing on your car.

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**APPEAL TO MEMBERS**

We are always on the look-out for spares, and some items - like those listed above - are rarely found and would be very difficult or very expensive to have re-manufactured. If you should have any to dispose of, or if you hear of any available from neighbours, friends and acquaintances - please do think of the Club, and contact the appropriate Spares Officer, as listed on the inside front cover of this magazine.

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My neighbour knocked on my door at 2:30am this morning, can you believe that....2:30am?! Luckily for him I was still up, playing my bagpipes.

